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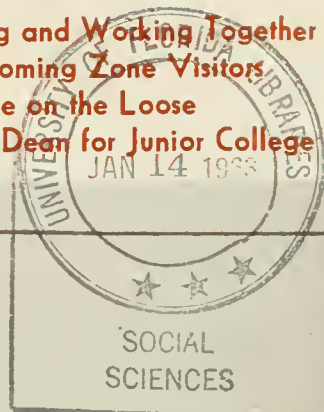


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ROBERT J. FLEMING, JR., Governor-President
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WILL AREY
Panama Canal Information Officer



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Canal Employees Support

Panama's Museum

IN THIS MONTH'S COVER PHOTOGRAPH, Mrs. Thelma Bull, a statistical assistant on the Executive Planning staff at Balboa Heights, examines with Dr. Alejandro Méndez, Director of the National Museum of Panama, a piece of polychrome Indian pottery which she discovered near Chamé and presented to the Museum.

Other artifacts she has added to the Museum collection include clay utensils, carved figurines, shell beads and a gold breastplate from the burial of a pre-Colombian shaman, or medicine man, at Venado Beach, on the Canal Zone.

Mrs. Bull is one of many Canal employees who has long taken an intensive scientific interest in the pre-Colombian and colonial history of the saga-rich Isthmus.

Scientific articles of lasting value have been written by members of the Archaeological Society of Panama, a group organized on the Canal Zone in 1949 which counts Dr. Méndez among its members. All qualified persons of allied interests on the Isthmus of Panama are eligible for membership.

Among other members of the group who have made donations to the Museum collection are Gerald Doyle, a Canal architect; Philip L. Dade, Chief of the Civil Defense Unit; and Mrs. Eva M. Harte, linen supply supervisor at Gorgas Hospital.

Any archaeological work undertaken in the Republic of Panama requires a permit from the national government.

Other Canal Zonians who are not necessarily archaeologists nevertheless share an interest in the ethnology, natural science and contemporary art of the Isthmus. Many of them have expressed this by joining the Friends of the National Museum of Panama, a group organized 5 years ago to assist the work of the Museum by providing extra funds and personal service.

This group composed of Panamanians, members of the foreign colonies in the Republic and residents of the Canal Zone also welcomes people of similar interests to membership. Its headquarters are at the Museum on Cuba Avenue at 30th Street, in Panama City.

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Brownies from Troop 79 of Balboa Union Church are among the many Zone residents who have visited the famous Presidential Palace in Panama.



Youngsters from Panama and the Canal Zone learn to swim at Balboa YMCA.

Common Interests - Shared Experiences

THE INTEREST of the men, women, and children associated with the Panama Canal Company and the Canal Zone Government in Isthmian life, culture, art, history, archeology, language, and many other areas is demonstrated constantly by their extensive participation in various activities and events in the Republic of Panama and the Canal Zone.

In the area of culture, there are many occasions when Panamanians and Zonians demonstrate their common interests and share opportunities to exchange ideas and knowledge. Zonians frequently attend cultural exhibits and activities in Panama, sharing their enthusiasm for such events with other Isthmian residents.

Socially, both as individuals and in groups, Canal personnel and citizens of the Republic mingle freely, visiting in each other's homes, attending functions to which both are invited, and meeting for casual conversation in both formal and informal settings.

In these activities, Panamanians and Canal personnel share their cultural heritage and enthusiasms from the cradle to the grave. Youngsters attend school together to obtain an education, spare time activities such as Scouting bring them together frequently, and adult pursuits continue to cement understanding and appreciation developed through long years of association.

On the next several pages of the Review a few of the many activities which lead to such associations in pursuits of common interest are presented. There are many which are not mentioned, but which also contribute to Isthmian life, but those described and pictured are good examples of the hundreds of friendly daily contacts between Panamanians and Zonians on the Isthmus of Panama.

Mrs. Pat Morgan, wife of a retired Canal employee, is one of a number of Zonians to be awarded the Vasco Núñez de Balboa by the Government of Panama for contributions to life on the Isthmus.



Boating

HUNDREDS of amateur, leisure-time sailors from both Panama and the Canal Zone have become qualified small-boat operators through participation in a 10-week course in piloting, seamanship and small boat handling offered each year by the Canal Zone Pacific Power Squadron, local unit of the United States Power Squadrons.

The course of instruction is free and language is no problem, despite the fact that most of the lessons are given in English. One year in Cristobal the lessons were translated on the spot by bilingual students.

Shown in the picture is Panama Canal pilot Capt. S. F. Mason, right, explaining parts of a pelorus or dummy compass, to some of the students taking the course in Cristobal. Standing, left to right, are Guillermo Gómez, Panamanian employee of the Italian Line; Dr. Willard French, of Coco Solo Hospital; J. B. Coffey, superintendent of the Panama Canal Printing Plant; Arthur Albright, electrical supervisor at Gatun Locks; W. R. Byrd, assistant freight agent, Terminals Division; seated left to right, Hubert Kam, of the Goodyear Rubber Co., Colon Free Zone, and José



Van Beverhoudt, Colon importer.

The popularity of boating on the Isthmus has made it one of the many activities in which Zonians and Panamanians participate in their spare time.

There are frequent fishing trips by boating friends from both the Republic and the Zone, as well as skindiving, water skiing, swimming, and other aquatic sport events.

Civic Club Membership

THE CRISTOBAL-COLON ROTARY CLUB, founded by a group of Atlantic-side businessmen in 1921, long has been

a constructive force in building an excellent record of accomplishment and cooperation between residents of the

Canal Zone and the Republic of Panama.

Approximately half of the 63 present members of the club are Panamanian citizens, while the other half includes citizens of the United States, including Axton T. Jones, Director of the Transportation and Terminals Bureau of the Panama Canal Company, and several other Canal officials.

Herman Henríquez, a partner in the Isthmian firm of Henríquez & Co., S. A., was speaker at a recent meeting of the club. Although now a resident of Panama City, Mr. Henríquez was one of the early members of the 41-year-old club and continues to maintain his membership in it.

With Mr. Henríquez at the speaker's table in the accompanying photo are Bernard Femminella, U.S. Vice Consul in Colon; R. W. Owen, manager of C. Fernie & Co., and president of the club; Julio Domínguez and Lino Sanfilippo C., Colon businessmen.

The Gold Coast club is only one of a number of Isthmian civic organizations with bi-national membership, its sister club in Panama City also having members from both the Canal organization and the Republic of Panama.



WHAT HAPPENS when the cook gives the king Purple People Eater Pie—when the king's favorite is Pickled Bees Knees Pie? One answer (and not necessarily the only one) is that the Bella Vista Children's Home in Panama

receives a contribution of \$7.40.

This, at least, was the answer that resulted from the recent production of *King Cole and the Witch Doctor*, a saga written, directed, and presented by a group of Pacific-side children of Canal

Generous Children

personnel for their own amusement and the financial benefit of the Children's Home.

Members of the cast are shown here in their costumes, assembled from their own belongings—and anything else they could find. From left to right, the youthful writers, actors, actresses, producers, and stagehands are: David Steers, page; John Arey, ambassador; Tommy Moyer, second page; Steve Moyer, guard; Philip Steers III, director; Vicki Harrison, the king; Anne Harrison, guard; Bonnie Leber, the witch doctor; and Yolana Steers, the cook.

The play was presented at the home of Comptroller and Mrs. Philip L. Steers, Jr., after nine rehearsals. After the performance, refreshments were served for both the participants and the 26 enthusiastic members of the audience.

A second performance was given later in the month at the Bella Vista Children's Home, thus giving the children there an opportunity to view the saga developed and presented on their behalf by the Canal youngsters.



Good Neighbors

PHILIP L. DADE, Chief of the Canal Zone Civil Defense Unit, amateur archeologist, and weekend farmer, is one of a number of Zone residents who own land and homes in the Republic of Panama.

Mr. Dade owns a small farm in Coclé which he visits nearly every weekend. Since acquiring the farm some years ago, he has planted a number of fruit trees on it, spent considerable time and money experimenting with various grain and vegetable crops, and has acquired numerous friends among permanent residents of the area, many of whom he has assisted in developing new planting methods. He also has assisted them by supplying various types of corn and vegetable seed for them to use.

Cooperation with the local small farmers has not been Mr. Dade's only contribution to the area, however. He has undertaken to improve the facilities of the two-classroom Coclé school, which is located along the Inter-American Highway about 6 miles west of Penonomé. Mr. Dade bought enough excess school desks from the Canal Zone to provide one for each of the approximately 90 children, had them trucked to the school, then hired a carpenter to rebuild the old desks into seats for the new desks, all at his own expense. He is shown in one of the two refurbished classrooms.

Why did he do it and why does he continue his aid to the school? (He is now planning to supply some trees and shrubs for the yard.) He says: "These people are my neighbors, many of them are friends, and I treat them the same as I would any neighbor anywhere. I like them, and, besides, I feel like doing it."



Professional Interest

TYPICAL of the many professional organizations and individuals in Panama and the Canal Zone which join forces to develop ideas, plan programs, and advance public knowledge of their special fields of interest are the libra-

rians who formed the Association of Graduate Librarians of the Isthmus of Panama.

The Asociación Bibliotecarias Graduadas del Istmo de Panamá, as the bilingual organization is known in

Spanish, was formed as a highlight of National Library Week in 1961, the first year that libraries in Panama and the Zone joined in observance of this event.

Objectives of the organization, as set forth by the first president, Mrs. Carmen de Herrera, Director of Libraries of the University of Panama, are to advance the profession of librarianship and to work enthusiastically for the improvement of library service on the Isthmus of Panama.

Mrs. Eleanor Burnham, Canal Zone Librarian, served as vice-president of the new group and was one of the leaders in its organization.

The regular meetings of the group provide an excellent opportunity for the librarians to discuss problems of mutual concern and develop programs of mutual interest.

The organizing meetings were held at the University of Panama Library, in front of which the accompanying picture was taken. Those in the photo, from left to right, are Mrs. Herrera; Mrs. Isaura de De las Casas, USIS librarian; Miss Ana María Jaén, Director of the Panama National Library; Mrs. Burnham; Mrs. Evelyn Branstetter, Command Librarian, Albrook Air Force Base; and Miss Shirley Welshinger, formerly Staff Librarian, USARCARIB, Fort Amador, now Librarian, La Biblioteca de las Américas, Fort Gulick.



Charitable Impulses



THE NATIONAL RED CROSS of Panama benefitted in cash recently when a group of women from the Panama community of Las Cumbres and vicinity gathered at the Club Campestre in Las Cumbres for a benefit tea during which they played canasta and bingo. Those participating included a number of U.S. citizens whose husbands are employed by the Canal.

A committee representing the entire group later presented

a check for \$200 to Mrs. Roberto F. Chiari, wife of the President of Panama, who is president of the Panama Red Cross.

Residents of Las Cumbres, many of them North American families associated with the Canal, often meet at social and cultural affairs held in the community and women of the community frequently join forces to work for a number of welfare projects and community activities.

HORSEBACK RIDING, like a number of other outdoor activities, has a popular following in both the Canal Zone and among Panama Canal personnel. Groups of Zone residents and Panamanian citizens join on weekends to ride along

beautiful bridal trails near Old Panama, where the Club de Equitación de Panamá Viejo has its headquarters.

Like all horse owners, members of the Club de Equitación take considerable pride in their mounts, which are

Horseback Riding

both Panamanian bred and imported from the United States and other countries. There are several riding clubs in the Canal Zone, members of which frequently join their fellow enthusiasts in the Republic to display their skill and enjoy a ride. Zone riders have attended a number of fairs in Panama, giving demonstrations of horsemanship.

Riding thus has joined golf, tennis, swimming, boating, and many other activities which have brought residents of the Canal Zone and Panama together in the terminal city areas and the interior for many years.

Mr. and Mrs. Tulio Gerbaud of Panama are in charge of the Club de Equitación de Panamá Viejo, several members of which are shown riding past the famous ruins of the tower of the Old Panama Cathedral destroyed in the raid by pirate Henry Morgan on the city in 1617. Members of the club include Mr. and Mrs. Gerbaud's daughters, María Eugenia and Annette, Yolanda de Urriola, Diane Boulger, Linda Green, Mrs. Berta Lewis, and Devan Powell.



Athletic Activity

A GROUP of Canal Zone teenagers are learning the ABC's of judo these days from Héctor Sánchez, a University of Panama student who teaches the art of judo at the Balboa YMCA, Monday, Tuesday, and Wednesday afternoons. Mr. Sánchez learned much of his skill in judo from William O'Sullivan, official translator for the Panama Canal, who coaches an adult class in judo.

This Japanese art of weaponless self-defense has been a hobby of numerous U.S. citizens and Panamanians on the Isthmus for many years and for the past several years has been a job requirement for members of the Panama National Guard and the Canal Zone Police.

The Canal Zone Judo Club was formally organized and affiliated with the Panama Judo Association in 1956. Each participant in the judo training classes or performances wears a belt signifying the degrees of skill in the art. The belts are worn with the Judo-gi, or practice costumes, such as Mr. Sánchez is wearing here.



Medical Cooperation

THE PROBLEMS involved in creating and maintaining a healthy environment on the swampy, pestilence-ridden Isthmus of Panama were some of the first to be tackled by technicians of the United States after it assumed the role of Isthmian Canal builder.

Cooperation and joint effort between health authorities in the Republic of Panama and those in the Canal Zone has marked this effort from the earliest days of the construction effort. Under the guidance and leadership of Col. William Crawford Gorgas and Isthmian medical officials, malaria was reduced to a minor health menace, dysentery was virtually banished, and yellow fever all but disappeared.

The dread yellow fever, first beaten into submission to medical technology in Cuba by U.S. doctors and later so successfully attacked on the Isthmus, was a recurring problem in Panama until after World War II, however, when a joint effort by the United States and Panama health experts eliminated the last vestiges of it.

In a determined onslaught, the co-operating health experts conducted an Isthmian-wide campaign, tracing the yellow fever-bearing mosquito *Aedes Aegypti* to its breeding habitat and destroying it. Not a single case of yellow fever has been reported on the Isthmus since 1949 and not one of the disease-



carrying mosquitos has been found since that time.

In the accompanying photo, Dr. Pedro Galindo, well-known Panamanian entomologist, is shown with Dr. K. O. Courtney, former member of the Canal Zone Health Bureau, taking a blood specimen from a resident of Bocas del Toro province during the anti-yellow fever drive.

Joint efforts of Panama and Zone authorities to improve health conditions on the Isthmus continue today. Disease outbreaks in either jurisdiction are

reported promptly to officials of the other jurisdiction. This cooperation and mutual effort, on both an official and unofficial level, brings together many United States and Panamanian citizens with mutual professional interests and results in frequent contact between them. At present, authorities in Panama and the Zone are studying the problem of malaria on the Isthmus and hope to develop plans which will eradicate it, just as yellow fever was eradicated more than a dozen years ago.

Hobbies

STAMPS provide a common interest for a group of Canal employees and citizens of Panama who gather twice each month at the JVB-USO to discuss the fine points of stamp collecting, trade stamps, and exchange ideas.

The Caribbean Stamp Club has approximately 50 members, with more than half of them being citizens of Panama and most of the others from the Canal organization. A similar group, the Cristobal Stamp Club, operates on the Atlantic side of the Isthmus, also with bi-national membership.

Hobbies such as stamp collecting are a constant incentive for association between citizens of the United States and Panama who live on the Isthmus. The pursuit of such common interests frequently result in lifelong social and cultural friendships.



BOWLING, like many other sports, attracts citizens of both Panama and the Canal Zone to its ranks as participants. The members of the teams affiliated with the Pan Canal Bowling Association League meet at regular intervals in the Bowling Centers on both sides of the Isthmus, for both practice and regular competition.

Men and women both take part in this popular sport, with some mixed teams participating and others made up of men only or women only. The appeal of the challenging pins knows no language or cultural barriers.

Bowling has been going on for a long time in the Canal Zone, the first set of bowling lanes having been installed in the Balboa Clubhouse in the 1920s.

There are a number of clubs in operation today, with most of them being organized along lines similar to that of the Balboa Men's League, members of which are shown in action here. This league has 12, 5-man teams and meets throughout the year in the Balboa Bowling Center. More than half of the 60 team members are Panamanian citizens and most of the remainder are U.S. citizens employed by the Canal organization.



Bowling

Joint Training

COOPERATIVE training and instruction of personnel from the Republic of Panama and the Canal Zone long has been an established practice with the Panama Canal Company and Canal Zone Government.

Canal Zone firefighters and bomberos from the Republic of Panama have frequent contacts with each other and once each year join in sponsoring a Fire Prevention Week aimed at reducing fire hazards in the Republic and the Zone.

Police officers also have frequent contact through cooperative efforts to prevent and reduce crime on the Isthmus. There also are occasional pistol matches between members of the two groups at the Canal Zone Police Firing Range.

In this age of atomic and hydrogen bombs, Civil Defense also has become a cooperative endeavor, with Zone authorities cooperating with Panamanian agencies to provide training in radiological defense measures necessary to protection of the public in any attack with such weapons.

In this training class for Panamanian bomberos, sponsored by the Canal Zone Civil Defense unit and presented at Fort Clayton, the Panama firefighters learned how to operate and read the delicate instruments which measure the amount of radioactivity in a given area.

Luis Carlos Endara, Second Commandant of the Bomberos and Chief of Civil Defense in Panama, is having his watch checked for radioactivity in the accompanying photograph, taken during the training class. Philip L. Dade, Chief of the Canal Zone Civil Defense unit is standing to the left of Mr. Endara.

More than 40 radiological monitoring points now are maintained on the Isthmus, including a number operated by the bomberos.





As School Children

READIN', writin' and 'rithmetic are a cinch in both English and Spanish for scores of North American youngsters from both the Canal Zone and Panama who are enrolled in schools in the Republic of Panama.

When teachers and classmates speak only Spanish, Junior from Ancon or Miss Boo from Balboa learn the language "rápidamente" or they are left out of the fun. As a result, the children who go to school in Panama are growing up with a fluent command of Spanish and even better—a host of friends from all parts of the Republic.

To the many North American children who attend school in Panama, the Republic and its people long will be a second home and a foster family. They never will be strangers in the land.

The Colegio La Salle in Panama has the greatest number of young North Americans registered as students. Twenty-five youngsters whose parents are U.S. citizens living in the Canal Zone and Panama attend classes there during the regular school year. In Colegio Javier there are 10 U.S. citizen-students and in Colegio San Agustín, 7 are enrolled.

The Liceo de Señoritas, a school for girls, has two young ladies who are students from the United States enrolled for regular classes.

The Kindergarten Mercedes, on Avenida México, has 19 children of U.S. citizens who are learning pre-school manners and discipline along with boys and girls whose parents are Panamanian citizens. The Canal Zone children include Sue Alexander, daughter of Mr. and Mrs. Allen Alexander, Assistant to the Panama Canal Information Officer and Richard Lester, son of Mr. and Mrs. Richard Lester, both of whom are employed by the Canal organization, and David Steers, son of Comptroller and Mrs. Phillip L. Steers, Jr.

The University of Panama also has a number of North American students attending regular classes and several others have enrolled recently in regular classes in order to learn Spanish.

Thus, from kindergarten through college age, children of Canal employees develop the knowledge and understanding of Panamanian social, cultural, and educational life which contributes so much to common understanding and respect between peoples the world over.



Zaidée Sucre Camarano



Marcela Chambonett



María del C. Miró Quezada A.



Georgeann Kimsey



Virginia Endara



Sandy Schmidt Hutchins



Julie Lynn Floyd

One of the Isthmus' social events of the year is the formal introduction of young ladies to Society. This year 20 young women from Panama and the Canal Zone made their debuts through Las Damas Guadalupanas. Active in many social and charity fields, Las Damas Guadalupanas are perhaps best known for feeding breakfasts every day to needy pre-school



Carol Kimsey



Mary Duran



Mechita Luz Clare

Debutantes for Charity



Eleanor Fleming



María Esperanza Laverne



Irma Suescum

children in the Marañón district of Panama. The pre-debut activities of the young women were climaxed the night of July 20 when they made their formal debuts at the Debutante's Ball at the Union Club. Included among the 20 were Miss Carmen Sogandares, Debutante of the Year, and Miss Eleanor Fleming, daughter of Governor Fleming.



Ivonne Gelabert



Gretchen Howe



Dalys Bremer Escoffery



Virginia Stokes



Sheila Endara



Lee Ann Petrosky



Carmen Sogandares



Guides Edward Michaelis and Sandra Wallace discuss Canal with two passengers on the tourist ship Himalaya.

12,000 WELCOMED

MORE THAN 12,000 visitors were welcomed to the Isthmus and the Canal Zone last month by the new Canal Zone Guide Service, as members of it assumed responsibility for greeting and

serving Zone sightseers, whether local residents or travelers from afar.

During the first 2 weeks of the Guide Service operation, the seven guides then on duty provided individual service to

Guide Supervisor Robert Byrne explains operation of locks to visiting Peruvian Army officers.



Guide Fred Berest discusses history of murals in Administration Building with visitors from the United States.

6,273 Isthmian visitors. They provided information, advice, descriptive literature, and talks about the Canal, the Zone, and the Republic of Panama. The pace set during the first 2 weeks continued during the remainder of July, with an average of more than 400 visitors a day being served by the guides in a 7-day-a-week operation.

Visitors included several thousand ships' passengers arriving in Balboa and Cristobal aboard tourist vessels, including the *Himalaya*, *Reina del Mar*, *Wil-*

lem Ruys, and *Oriana*. School children and teachers from the Republic of Panama, including a group of 150 teachers from Colon schools, also were among the visitors served by the guides. There also were Panamanian newsmen, businessmen, and other touring groups from the United States, high-ranking guests invited by Governor Fleming, military personnel from the United States, Peru, and other countries of the Western Hemisphere, and numerous others from all walks of life.

During rest period from guide duties at Locks and other points of interest, Guide Fanny Hernández takes turn at Information Desk at Balboa Heights.



Guide Alice Fulleton points out some Isthmian geographic features on relief map in Civil Affairs Building during tour by students and teachers from the República de China School of Panama City.



Panama school children hear Spanish-language explanation of locks operations by Guide Edward Michaelis during visit to Miraflores Locks.

Employees of the Balboa Retail Store and Panamanian guests board *Las Cruces* for partial transit of Canal with Guides Michaelis and Wallace escorting.



Coming



Dr. Charles L. Latimer

NEW JUNIOR COLLEGE DEAN

DR. CHARLES L. LATIMER, who will succeed Dean Hackett as head of the Canal Zone Junior College this month, claims to have been a teacher since the age of 8 years. He also claims to have been an honest-to-goodness cottonpicker—bagging 200 pounds of the fluffy fiber in a 12-hour, 60-cent day of work at the age of 9 in his native South Carolina.

His claim to an early start in the teaching profession is based on the role he played as a barefoot boy in a 2-room South Carolina school. Having just been placed in the fourth grade from the second—skipping the third—he was sent for an hour each day to teach the school's fifth grade pupils to read.

Preparing to observe his 38th birthday on September 13—exactly 1 month from the day he becomes Dean of the Canal Zone Junior College—Dr. Latimer can look back at a career in which he was graduated from high school at 15 and the College of Charleston, S.C., at 18, followed by 4 years on active duty with the U.S. Naval Reserve, in which he now holds the rank of Commander. (The new dean and his wife also will observe their 15th wedding anniversary during September.)

After visiting the Canal Zone last February in connection with his proposed employment as Dean of the Junior College, Dr. Latimer said he was "favorably impressed by the Canal Zone operation, by the school system, and by the personnel in the schools."

"It was obvious," he said, "that here was a going concern and one with which

a professional person could be associated with pride. I saw that the teachers were enthusiastic and enjoying their teaching, and that the students were working industriously and happily."

Having met Governor Fleming during the 5-year stay in Europe which he now is ending, Dr. Latimer said he remembers the Governor "had a tremendous interest in the schools, and in young people, and also a great interest in host-nation relations, building up good rapport between the Americans and the French in the Verdun area," where the Governor then was serving.

The new Junior College Dean says he expects no great changes in operational procedures at the college. "What I saw of the operation was good, and I just expect to attempt to make it even better if I can. I am pleased to see faculty members with such good training, experience, and real teaching ability."

Praising Dean Hackett for "the careful manner in which he has prepared for his successor," Dr. Latimer said of the retiring Junior College Dean: "His 21 years of successful leadership will continue to show in the things we do in the years to come. I will attempt to show the interest in each student that he has demonstrated, but his personal knowledge of the entire history of the college and of all its graduates and former students will be impossible to match and hard to approximate."

The new Junior College Dean has taught at the elementary, high school, and college level, as well as serving

as an educational administrator. The academic training which led to his bachelor's degree at an age when most boys and girls are just getting ready to enter college did not end with that degree. In 1948 he received a master of arts degree in social sciences from Harvard University and 2 years later was awarded a master of education degree from the same institution. He received his doctor of education degree from Columbia University Teachers College in 1951.

Married and the father of a 10-year-old son and 5-year-old daughter, Dr. Latimer is looking forward to adding Spanish to the German, French, Dutch, and English he already speaks. Both he and his wife expect to master the language with relative ease, however, inasmuch as they already read it.

Dr. John L. Steele, Director of the U.S. Army Dependents' Education Group, whom Dr. Latimer has served as Chief of the Instructional Services Branch in France, Germany, Italy, and Ethiopia, has written of the new Junior College Dean's work in Europe:

"He has done brilliant work here, taking a strong lead in pushing every facet of his work to new ranges of comprehensive scope and new levels of high professional competence. . . . Many of the most valuable programs recently introduced in our schools stem from his energetic and competent activity."

Dr. Latimer, his wife Alice Louise, son James, and daughter Mary Louise are scheduled to arrive in the Canal Zone August 13.

...and Going

DEAN HACKETT

Mr. Junior College



A MAN WHOSE NAME has become virtually synonymous with the Canal Zone Junior College during the 26 years he has been associated with it as instructor and dean will leave the school this month, rightfully proud of his long career with Canal Zone schools.

Dean Roger C. Hackett has been more than an administrator and educator at the Junior College. He was instrumental in the organization of the Junior College Student Association, which has played an important role in life at the college. He also assisted in establishment of the *Tropical Collegian*, the college publication, and the *Conquistador*, the College yearbook.

Not content with the two college publications, the energetic dean long has written and edited *The Spotlight*, a mimeographed newsletter loaded to the end of each page with the minutiae of accomplishments and successes of former Junior College students and frequently including personal observations and comments by Dean Hackett.

Always vigorous, intent on his pursuit of the moment, and deeply interested in the training, education, and activities of the young people with whom he came in such constant contact, Dean Hackett came to the Canal Zone as a teacher in 1930, joined the faculty of the new Junior College in 1935, was named chairman of the college faculty in 1941, and became the first fulltime dean in 1943.

Officially retired last March, Dean Hackett was asked to stay through the remainder of the regular school year and the summer session of the college before terminating his long service with the school system. He and Mrs. Hackett will leave the Isthmus this month and plan to make their home in Raleigh, N.C.

Few, if any, of the 3,750 full-time day students and 10,000 part-time extension division and summer session students who have attended the college during Dean Hackett's tenure there ever would have suspected that this graying, scholarly man once served as a seaman on an oil tanker and as an attendant on a cattle boat. He did both, however, and to hear him relate the resulting experiences today is to live them with him again, so vivid are his comments.

His first tour at sea, as servant to 600 hungry, bawling steers bound for the English market, ended when he "jumped ship" in Liverpool as a prelude to visiting Paris to see the Olympic games. He later wangled half-fare passage back to the United States as a "professional cattleman."

He abandoned the sea for the classroom for a number of years after that, but in the summer of 1933, while employed as a history teacher in Cristobal High School, he joined a tanker as an ordinary seaman. The future college dean made no attempt to match the performance of the crew member he replaced, however, that worthy having been removed from the vessel at Cristobal to be returned to Chicago to face a murder charge.

In addition to his interests and activities on behalf of the Junior College, Dean Hackett has taken a lively interest in the Isthmian Historical Society and this year is serving as president, after several years of service in other offices. A current pet project of the retiring dean—but one he regretfully admits has not been completed or even very far advanced thus far—is to trace the history of famous Isthmian place names.

But just as his major interest has been the Junior College and the students who have obtained part of their educations

there, so, too, does his conversation inevitably turn to the school's activities and the careers of graduates. In 1941, when he became chairman of the faculty, day class enrollment stood at 168; last year, as he rounded out his last full year as dean, day class enrollment was 391 and 359 night students were enrolled in the extension division, for a total of 750.

Dean Hackett also looks back with sincere interest and rightful pride at the many students who have attended the college as a prelude to more advanced education and high scholastic achievements. Approximately 35 former students have earned doctors' degrees, either in medicine or the more general field of philosophy. A number also have been elected to such highly regarded college honor societies as Phi Beta Kappa and Sigma Psi, while others have achieved marked success in business or Government service. Many former Junior College students now are employed by the Canal organization.

With Dean Hackett's departure from the Isthmus, the Canal Zone will lose one of its most respected and useful citizens; a man of whom his successor says: "Dean Hackett has been providing me with copies of reports, forms, and statements of policy and procedure," acknowledging that this is giving him extensive and continuous preparation for the duties he will assume this month.

All who have known Dean Hackett through the years would fully expect such attention to detail from this man, whose passion for hard work and continuous effort has been exceeded only by his delight and enchantment with the educational process—the sure sign of a real teacher.

Worth knowing . . .

THE STOCKHOLDER of the Panama Canal Company, Cyrus Roberts Vance, who assumed office as Secretary of the Army on July 5, visited the Panama Canal 2 weeks after assuming his new duties. During a brief trip to the Isthmus, Stockholder Vance, in dark suit in photo at right, toured Miraflores Locks and made a partial transit of the Canal aboard the sightseeing launch Las Cruces. Shown with him in the locks control house are Gov. and Mrs. Robert J. Fleming, Jr., on the extreme right and left; Gen. George H. Decker, retiring U.S. Army Chief of Staff, and Mrs. Decker; Frank Dolan, control house operator, and members of the Canal Zone Guide Service.



FRAMED AGAINST the Isthmian sky, employees of Bildon, Inc., are shown below hard at work on the "reconductoring" of the 44,000-volt transmission line between Miraflores Electric Substation and the Balboa Substation.

The line, which carries electrical current from Madden Power Station and Cocoli into the Pacific terminal area, is being revamped to improve voltage regulation in the Balboa area.

When work on the project is completed about the middle of this month, the entire line from Madden Power Station to the Balboa Substation will have been reconducted. The work on the line is part of the continuing 60-cycle conversion program.



RETIREMENTS

RETIREMENT certificates were presented at the end of June to the employees listed below, with their positions at time of retirement and years of Canal service.

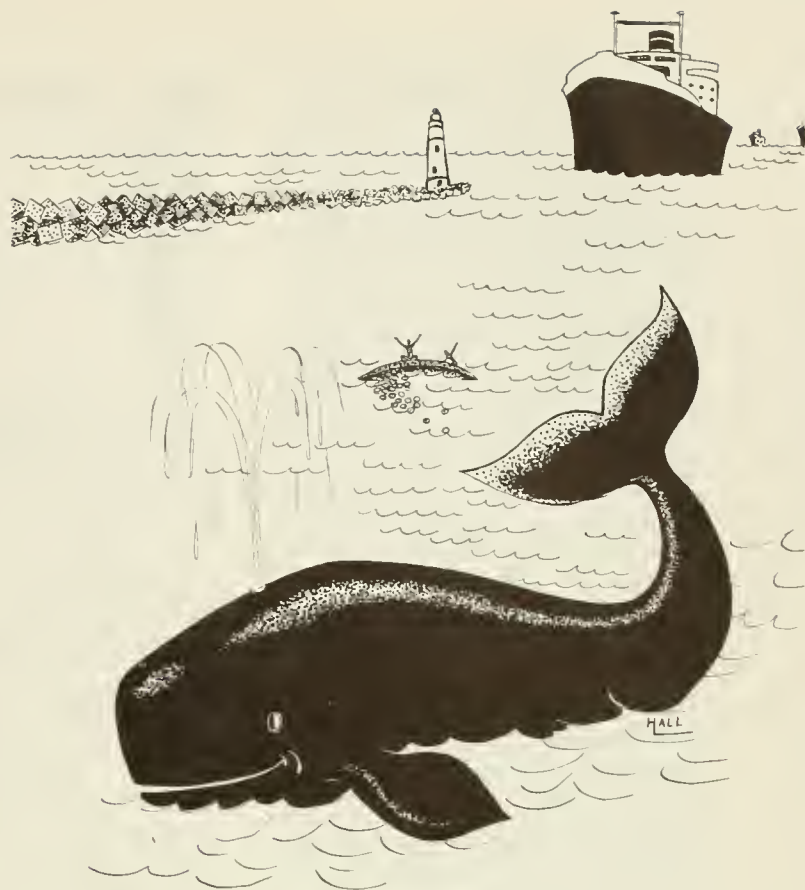
Carlos Antioco, Laborer, Schools Division; 14 years, 7 months, 24 days.
 Philip A. Clarke, Clerk, Railroad Division; 31 years, 10 months, 8 days.
 Ruth C. Crozier, Elementary and Secondary School Teacher, Schools Division; 33 years, 5 months, 19 days.
 Robert A. Engelke, Supervisory Administrative Services Assistant, Dredging Division; 38 years, 7 months, 22 days.
 Beatrice Greenway, Laborer Cleaner, Schools Division; 20 years, 5 months, 28 days.
 George M. Hall, Window Clerk, Postal Division; 18 years, 7 months, 3 days.
 Bernardine U. Hanna, Elementary and Secondary School Teacher, Schools Division; 30 years, 5 months, 8 days.
 Leon S. Headley, Oiler, Dredging Division; 35 years, 3 months, 18 days.
 Walter H. Hebert, Supervisory Admeasurer, Navigation Division; 33 years, 8 months, 6 days.
 Richard J. Koperski, Retail Store Supervisor, Supply Division; 24 years, 9 months, 24 days.
 Florence A. Lamson, Elementary and Secondary School Teacher, Schools Division; 30 years, 8 months, 7 days.
 Admiral E. Maitland, Brakeman, Railroad Division; 26 years, 7 months.
 Salomón S. Martínez, Stevedore, Terminals Division; 12 years, 4 months, 1 day.
 Gertrude M. Milloy, Voucher Examiner, Accounting Division; 42 years, 3 months, 21 days.
 Domingo Mojica, Laborer, Maintenance Division; 14 years, 9 months, 17 days.
 Gerald M. Morgan, Helper, Lock Operator, Locks Division; 33 years, 9 months, 16 days.
 Selucus Myles, Stevedore, Terminals Division; 20 years, 3 months, 28 days.

Carl R. Newhard, Communications Management Officer, Electrical Division; 38 years, 8 months, 23 days.
 Eduardo Pacheco, Garbage Collector, Community Services Division; 20 years, 25 days.
 Sepferino Palacio, Maintenceman, Electrical Division; 34 years, 1 month, 9 days.
 Julio Pazmino G., Winchman, Terminals Division; 23 years, 22 days.
 Pablo Pertuz C., Laborer, Supply Division; 15 years, 7 months, 21 days.
 Bernard F. Pohren, Boilermaker, Industrial Division; 21 years, 6 months, 8 days.
 Clifton W. Ryter, Towboat or Ferry Master, Dredging Division; 35 years, 11 months, 28 days.
 Bhanga Singh, Stevedore, Terminals Division; 16 years, 7 months, 28 days.
 Cyril A. Warren, Motor Launch Captain, Dredging Division; 47 years, 10 months, 15 days.
 Benigno A. Zorita, Oiler, Dredging Division; 36 years, 8 months, 27 days.

RETIREMENT certificates were presented at the end of May to the employees listed below whose names were omitted from the list printed in the July issue of THE PANAMA CANAL REVIEW.

Fitz H. Brathwaite, Painter, Maintenance Division; 43 years, 10 months, 16 days.
 Herbert Newhouse, Policeman, Police Division; 21 years, 4 months, 22 days.
 Manuel Olivares, Cement Worker, Locks Division; 17 years, 2 months, 28 days.
 Fulgencio Portillo, Boatman, Locks Division; 26 years, 8 months, 23 days.
 James B. Rigby, Guard, Locks Division; 22 years, 2 months, 25 days.
 Batan Singh, Stevedore, Terminals Division; 32 years, 2 months, 24 days.
 Bir Singh, Stevedore, Terminals Division; 30 years, 4 months, 26 days.

"Thar She Blows"



ONE EARLY MORNING in November 1921, the master of the steamship *Cedar Branch* radioed Panama Canal authorities that his ship had passed an obstruction to navigation 28 miles north and 5 miles true east from the Cristobal breakwater.

The obstruction, the shipmaster said, appeared to be about 120 feet long and 3 feet above water. There was not enough light to determine the nature of the obstacle, but he guessed it was a derelict with the poop deck raised.

The news was duly reported by Gov. Jay J. Morrow in a warning notice to mariners.

Several hours after the first report was received, two terrified San Blas Island coconut farmers found themselves swimming for dear life when their small "cayuco," loaded to the brim with coconuts, was overturned at the entrance of Cristobal breakwater by the backwash of a huge object which looked suspiciously like a whale.

The Indians climbed the breakwater to safety and, although the whale did not try to molest them, it seemed to be moving toward them, they said, when they tried to retrieve their boat. They

stayed on the breakwater until he was well out of sight—inside the breakwater.

Thus, the obstacle to navigation on the high seas had become an obstacle to navigation inside the Cristobal harbor. Probably no one was more surprised that the master of the *Eastern Prince*, who spotted the big mammal from the bridge of his ship on the evening of November 17. The *Eastern Prince* was coming down the Canal channel to Cristobal, after making the northbound transit, when the whale was sighted.

For a time, it was a toss-up as to which would hit the channel bank, the whale or the ship. Luckily the whale swerved just as collision was imminent and the *Eastern Prince* continued down the channel under the command of a master who probably never again touched anything stronger than tea.

Whales, as this one soon learned, are not built for shallow water, and shortly after its near-collision with the *Eastern Prince*, it grounded in the water to the east of the Canal prism, about $\frac{1}{4}$ mile south of the former Cristobal Coaling Plant. There the big mammal remained, with the top of its head and most of its

back showing above water.

It wasn't long before the news that a whale had arrived in Cristobal harbor became generally known on both sides of the Isthmus. Spectators arrived in droves and while every available launch was being pressed into service, the situation received the official attention of the late Chief Admeasurer F. E. Williams, who measured the visitor at 104.97 by 15.63 by 8.67 feet and weighed 87.66 gross tons.

With a whale nearly as big as Moby Dick interfering with shipping operations in Cristobal, the Canal organization made plans for its immediate removal. The idea was furthered by Capt. Stirling Miller and Capt. John Wieshofer, two Panama Canal pilots, who volunteered to undertake salvage operations if they were permitted to take the whale to the Mount Hope abattoir for rendering.

The idea sounded perfectly reasonable to Port Captain F. V. McNair, who authorized an attempt to land the whale from the harbor flats by means of a 75-ton floating crane and two locomotives.

(See p. 18)

(Continued from p. 17)

Captain McNair stipulated, however, that if the whale was not in cold storage by noon on November 20, "the Captain of the Port would tow the whale to sea with the understanding that the cost of returning said whale to the water would be borne by Captain Wieshofer and Captain Miller."

The whale was killed by machinegun fire, and towed by a tug to Pier 6 at Cristobal where three Panama Railroad flat cars waited to take it to Mount Hope.

Thousands of people from all over the Isthmus jammed Pier 6 to witness the salvage operations. At one point, excitement rose so high that a smartly dressed lady lost her footing and tumbled—hat and all—into the water. She subsequently was rescued by two members of the U.S. Army Quartermaster Corps stationed at Fort DeLesseps and taken ashore aboard a launch.

Attempts to lift the whale from the water to the three flat cars were continued without success all day and finally abandoned shortly before the deadline set by Captain McNair. With failure of the operation went hopes of salvage and profit on sperm oil and whalebone by Captains Miller and Wieshofer.

Removal of the whale from Cristobal harbor was simple and easy, compared to the complexity of the salvage operations which had preceded it. The Panama Canal Tug *Portobelo* nosed into Pier 6, a stout tow line was made fast to the big mammal's tail, and out through the breakwater went the first whale ever known to menace navigation at the Panama Canal.

Hoping this would be the last that local marine authorities would have to do with the whale situation, Captain McNair ordered Capt. A. B. Forstrom, master of the tug, to take the carcass well beyond the 12-mile limit. In the meantime, two hydroplanes from the naval base at Coco Solo were ordered out to bomb and sink the remains.

It was harder to dispose of a whale than originally thought, however. Several days later, Governor Morrow ordered the tug *Portobelo* to remove the carcass from the beach off Maria Chiquita, 10 miles north of Cristobal. It was done under supervision of Dr. Jesse Byrd, Panama Canal Health Officer, who provided the crew with gas masks against the stench.

The whole anti-whale operation was estimated to have cost \$1,000, which was high finance in 1921. Officials expressed the hope that despite the tourist publicity, no other whale would ever visit Cristobal again.

And none has.



—SAFETY

Don't Mix This Poisonous Brew

Reprinted by special permission from Consumer's Bulletin, May 1962; published by Consumers' Research, Inc., Washington, N. J.

RECENTLY a government medical news letter reported that 20 people were overcome from a gas or gases released from a cleaning mixture which was being used in a government establishment.

Investigation revealed that a mixture of cleaning agents had been employed for a "sanitizing" operation. The mixture included a well-known liquid household cleaner, chlorine bleach, and ammonia.

This brings to mind other similar accidents and particularly the tragedy and near tragedy of a few years back reported by the National Safety Council, in which two housewives, on separate occasions, were using a well-known cleaner in toilets.

Not satisfied with the way the cleaner was working on stains, both women made the mistake of adding chlorine household bleach and mixing the two chemicals with a brush. One woman died; the other underwent long hospitalization.

A poisonous gas was liberated when the women decided to employ a mixture of two or more common household cleaning agents. When the widely used household chlorine bleach, which is a solution of sodium hypochlorite, is combined with an acid or acid-producing substance, such as a toilet-bowl cleaner (sodium acid sulfate) or vinegar, there is a sudden release of a quantity of chlorine gas. Likewise, when a chlorine bleach is mixed with ammonia, lye, or other alkaline substance, the action will liberate a highly irritating gas.

If the gas is inhaled, in either case, particularly in a poorly ventilated room, it can cause serious injury and possibly death. Accidents of this type have occurred not only in the kitchen and bathroom but also in cleaning and treating the water of swimming pools.

Don't make the mistake of thinking that because certain household products are good and useful, the combination of two or more of them will do a better job than one alone. Very often mixing them is useless and unnecessary, since combined they will not make the job of cleaning easier or give better results; and sometimes combining them may be disastrous.

Follow the safe rule—use chemical cleaners as the manufacturers direct on the labels. If in doubt, never combine a scouring powder and a toilet-bowl cleaner (since several scouring powders now contain chlorine bleach), or a toilet-bowl cleaner and a bleach, or a bleach with any other chemical material or cleanser since the composition of many cleaning compounds will commonly be unknown. Keep bleaches and cleaning materials stored in separate places, and keep all household chemicals out of the reach of children at all times.

It is best, anyway, not to use a hypochlorite (chlorine) bleach in toilet bowls, sinks, or bathtubs, or on electrical appliances, as it can in time injure, dull, or roughen a fine, smooth, porcelain surface.

ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR

JUNE

ALL UNITS

YEAR TO DATE



FIRST AID
CASES

'62 284

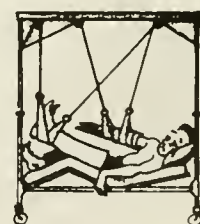
1536



DISABLING
INJURIES

'62 13

58



DAYS
LOST

'62 6321

7546

() Locks Overhaul injuries included in total.

PROMOTIONS AND TRANSFERS

June 5 through July 5

EMPLOYEES who were promoted or transferred between June 5 and July 5 are listed below. Within-grade promotions and job reclassifications are not listed.

OFFICE OF THE GOVERNOR-PRESIDENT

Walter M. Mikulich, from Elementary and Secondary School Teacher, Schools Division, to Special Services Officer.

Panama Canal Information Office
Joseph Connor, from Writer-Editor to Public Information Specialist.
Louisa J. Rowland, from Clerk-Typist, Electrical Division, to Clerk-Translator.
Sami E. Far, from Guard, Terminals Division, to Canal Zone Guide.
Edward J. Michaelis, from Tour Leader (Interpreter), Locks Division, to Canal Zone Guide (Interpreter).
George H. Scoggin, from Tour Leader (Interpreter), Locks Division, to Canal Zone Guide (Interpreter).
Robert J. Byrne, from Tour Leader Interpreter, Locks Division, to Supervisory Canal Zone Guide (Interpreter).
Robert L. Austin, from Tour Leader (Interpreter), Locks Division, to Canal Zone Guide (Interpreter).

ADMINISTRATIVE BRANCH

Tevia P. De Vásquez, from Clerk-Typist, Engineering Division, to File Clerk.

CIVIL AFFAIRS BUREAU

Fire Division

Richard D. Duncan, from Fire Protection Inspector, to Fire Sergeant.
James E. Bryant, from Fire Sergeant to Fire Lieutenant.

Schools Division

Constantine Downs, from Clerk-Typist to Procurement Clerk.
John S. Pettingill, from Coordinator of Education Studies and Curriculum, to Administrative Assistant to the Superintendent.

ENGINEERING AND CONSTRUCTION BUREAU

Dredging Division

Earl E. Mullins, from Operator, Dipper Dredge, to Master, Dipper Dredge.
Andrew H. Page, from 1st Assistant Engineer, Pipeline Dredge, to Chief Engineer, Towboat or Ferry.
Charles L. Miller, from Mate, Dipper Dredge, to Operator, Dipper Dredge.
Nazario Góndola, from Laborer to Seaman.
Isiah A. Gordon, from Launch Operator to Launch Captain.

José Arias, from Helper Core Drill Operator, to Leader (Core Drilling).
Algis D. Herrera, from Assistant Lighthouse Keeper, to Maintenceman.
Ricardo R. Reefer, from Heavy Laborer, to Seaman.
Eustorgio García S., from Lighthouse Keeper, to Leader Maintenceman.
Alberto Velásquez, Wigoberto Guerrero, Olmedo D. Moscoso, from Assistant Lighthouse Keeper, to Maintenceman.

Maintenance Division

Phillip Joseph, from Toolroom Mechanic (Limited) to Toolroom Mechanic.

Marco T. Molinares S., from Laborer, to Leader Laborer (Heavy).
Frank A. Hall, from Plumber to Leader Plumber.
Manuel D. Jiménez C., from Heavy Laborer to Helper.
Rudolph V. Myrie, from Laborer to Heavy Laborer.

MARINE BUREAU

Locks Division

Randolph C. Hunt, from Heavy Laborer, to Line Handler.
Hugh G. Davis, José Cerda, Norman Blandford, from Line Handler to Helper Lock Operator.

Industrial Division

Herbert K. Peterson, from Supervisory Planner and Estimator, to Supervisory Production Controller.
Henry J. Wallace, from Helper Machinist, Electrical Division, to Helper Machinist, Industrial Division.
William Powell, from Helper Machinist Electrical Division, to Helper Machinist Industrial Division.

Navigation Division

Mary G. Urey, Dorothy A. Stevens, from Clerk to Clerical Assistant.
Richard J. Holder, from Launch Dispatcher to Clerk.
Ramón Benjamín, from Clerk-Typist to Clerk.
Gilbert Detouche, from Heavy Laborer to Seaman.

HEALTH BUREAU

Division of Sanitation

Joseph M. Corrigan, from Sanitation Inspector, to Supervisory Sanitation Inspector.
Silvestre Labastida C., from Exterminator to Launch Operator.
Augustin A. Rodríguez, from Asphalt or Cement Worker, to Exterminator.
Leonardo Subera, from Heavy Laborer, to Exterminator.
Tomás Rodríguez, from Heavy Laborer, to Boatman.

Gorgas Hospital

Roberto M. Afere, from Laborer, to Ward Service Aid.
Catalino Quiroz M., from Heavy Laborer, to Laborer (Hospital).
Henry W. Francisco, from Housekeeping Aid to Nursing Assistant.

SUPPLY AND COMMUNITY SERVICE BUREAU

Community Services Division

George W. Squires, from Leader Laborer (Cleaner) to Lead Foreman Laborer (Cleaner).

Supply Division

Valtosol Hudson, from Utility Worker to Pantryman.
Irvin V. DeSousa, from Utility Worker, to Counter Attendant.
Guillermo Archibaldo, from Utility Worker, to Helper (General).
Maximino Carraco, from Counter Attendant, to Pantryman.
Carl E. Dunn-Moodie, from Counter Attendant, to Sales Checker (Food Service).
Roy L. Jones, from Utility Worker, to Sales Clerk.

Maria A. Valladares, from Car Hop, to Utility Worker.
Ethel L. Hanssell, from Counter Attendant to Sales Clerk.

George Menzies, from Warehouseman, to Sales Clerk.
George Brathwaite, from Accounting Clerk, to Stock Control Clerk.

William M. Boyce, from Warehouseman, to Sales Clerk.
Guillermo G. Blandford from Leader Maintenceman, to Leader Carpenter.
Elaine K. Herring, from Usher (Theater), to Ticket Seller.

Roy A. Cox, from Pinsetter, to Utility Worker and Pinsetter.
Cyril E. Hewitt, from Pinsetter, to Utility Worker and Pinsetter.

Josephine L. Beecher, from Sales Clerk, to Sales Clerk, to Sales Section Head.

Domingo B. Quintana, from Utility Worker, to Produce Worker.

Amilia J. Pinder, from Counter Attendant, to Sales Checker.

Frederick W. Williams, Carlos A. Uriarte, from Warehouseman, to Gas Cylinder Checker and Serviceman.

Ruth B. Hawkins, from Car Hop, to Utility Worker.

Olivia R. de Chiari, from Presser (Flat-work), to Presser (Shirts).

Frank N. Green, from Package Boy to Laborer (Heavy).

Clarence A. Glean, from Utility Worker, to Counter Attendant.

Roy E. E. Ellis, from Pinsetter, to Utility Worker and Pinsetter.

Sherman R. Brown, Jr., from Waiter to Messenger.

Clarence E. James, from Utility Worker to Counter Attendant.

Donald C. Escalona, Roderic L. Blades, from Package Boy to Utility Worker.

Oscar Edmund, Jr., Daisy L. Cole, Edith S. Fitzroy, from Utility Worker to Counter Attendant.

Eugenio E. Madeam, from Bus Boy to Utility Worker.

OFFICE OF THE COMPTROLLER

General Audit Division

Robert N. Bowen, from Auditor to Supervisory Auditor.

Accounting Division

Benjamin S. Chisholm, from Construction Cost Accountant, to Cost Accountant.

TRANSPORTATION AND TERMINALS BUREAU

Railroad Division

Julián Agrazal, from Railroad Trackman, to Leader Railroad Trackman.

Remigio Méndez, from Leader Railroad Trackman, to Leader Maintenceman.

Terminals Division

Percival F. Soso, Edgar A. Hodgson, Edward Davis, from Leader, Heavy Laborer, to Leader Line Handler

Dazel G. Watson, from Lead Foreman Heavy Laborer, to Lead Foreman Line Handler.

Stanley A. Bartley, Aubrey Judge, James McDonald, Alexander A. Lewis, James N. Burgess, Noel P. Major, from Leader Heavy Laborer to Leader Line Handler.
Edwin G. Roy, from Painter (Maintenance) to Maintenceman (Dock).

(See p. 20)

Promotions and Transfers

(Continued from p. 19)

Hugh H. Harrison, from Carpenter (Maintenance) to Carpenter.
Cornelio Raven, from Lead Foreman Carpenter (Limited), to Lead Foreman Carpenter.
Arthur E. Critchlow, from Leader Carpenter (Maintenance) to Leader Carpenter.
Rupert Ennis, from Carpenter, to Leader Carpenter.
John I. Matthews, from Cement Finisher (Maintenance) to Painter (Maintenance).
Angel Salazar, from Dock Worker, to Stevedore.
Julio Valverde G., from Laborer (Cleaner) to Dock Worker.
Tomás Delgado, from Heavy Laborer, to Helper Liquid Fuels and Wharfman.

OTHER PROMOTIONS

PROMOTIONS which did not involve changes of title follow:

Paul R. Walker, Fire Sergeant, Fire Division.
Erell C. Alexis, Detention Guard, Police Division.
Carlos E. Bech, Engineering Draftsman, Engineering Division.
Frances L. Audia, Clerk-Typist, Contract and Inspection Division.
Raymond G. Bush, Supervisory Sanitation Inspector, Division of Sanitation.
Cecelia S. Lelaidier, Clerk-Typist, Community Services Division.
Earl R. Russell, Alfonso T. Shaw, Utility Worker, Supply Division.
Leslie M. Spencer, Albert B. Hendricks, Systems Accountant, Accounting Policies and Procedures Staff.
Ruth H. Elich, Accounting Technician, Accounting Division.
Benjamin Thorpe, Clerk-Typist, Terminals Division.
Irl R. Sanders, General Foreman (Dock Maintenance), Terminals Division.
Walter T. Williams, General Attorney, Office of the General Counsel.
Clifford B. Ocheltree, Master, Towboat or Ferry, Dredging Division.

Maintenance Division

Víctor De León, Leonard A. Jackson, José D. Rodríguez, Rock Crushing Plant Operator.
Gilberto Simancas, James Morgan, Stephen R. Gordon, Asphalt or Concrete Mixing Plant Operator.

Navigation Division

John E. Erikson, Herbert S. Driscoll, George E. Riley, Jr., William K. Price, William T. O'Connor, Russell A. Weade, James H. Hagan, Robert K. Adams, Charles M. Swisher, John B. Spivey, John D. Lowe, to General Foreman.
John F. Stephenson, Rayburn L. Brians, Eugene I. Askew, to Admeasurer.
George L. Holder, Bernardo E. Howard, to Clerk-Typist.

Schools Division

Vilma V. Burke, Library Assistant.
Ruby G. Smart, Rhoda C. Palmer, Carlton A. Taft, Clementina D. White, Joyce E. Jordan, June L. Greaves, Ligia E. Richardson, Clerk-Typist.
Maria C. Kidd, Library Assistant.
Hilda W. Butcher, Library Assistant.
James L. Harding, Library Assistant.
Geneth H. Squires, Clerk Stenographer.
Marcella G. Green, Clerical Assistant.

CANAL HISTORY

50 Years Ago

PLANS for permanent buildings to be erected for the maintenance and operation force of the Canal, were being prepared 50 years ago this month by Austin W. Lord, a New York architect employed by the Isthmian Canal Commission.

According to THE CANAL RECORD, "Mr. Lord made a careful study of the topography and local conditions and was expected to devise a scheme in which all of the permanent buildings from Toro Point to Taboga Island would be of prevailing style, probably a modification of the Spanish renaissance, with appropriate adaptation of adjacent landscape."

More than 91 percent of the concrete for the locks was in place by August 31, 1912, with 95 percent of the concrete for the system of three twin locks at Gatun in place. The upper guard gates in the east chamber of Gatun Locks were closed July 31 by the contractor and were ready to keep the waters of Gatun Lake from flowing into the lower level of the locks. The same gate in the west chamber was closed August 6.

25 Years Ago

A BILL eliminating the former dual system of determining tolls for vessels using the Panama Canal was approved by the U.S. Senate 25 years ago this month. The bill which later became a law, provided for the measurement of ships by Panama Canal rules and made that the sole basis for determining the net tonnage upon which tolls would be charged. The rules, which are still in effect, became effective March 1, 1938.

As the Panama Canal celebrated its 23d birthday in August 1937, transit figures revealed that traffic through the waterway from the beginning of the calendar year up to the August 15 "birthday" mark showed a decrease of 2.9 percent in ocean-going commercial transits and a decrease of 2.6 percent in tolls, compared with the same period of calendar year 1936.

Authorization was received by the former Municipal Engineering Division

to prepare sites for quarters which would eventually house the Gorgas Hospital staff on the southeast slope of Ancon Hill. The work was to be done at a cost of \$62,000. Preparations also were made by the Construction Quartermaster for building what was to be known as the Balboa School Shops, a structure which would contain facilities for student participation in woodworking, automobile repair, and machine shop practices.

10 Years Ago

THE PANAMA CANAL COMPANY was about to retire from coal bunkering operations 10 years ago this month. Practically all of the coal in stock at the Cristobal Coaling Plant had been sold and when the supply was exhausted, this once important phase of Canal operations was to be closed.

The sale of coal was one of the most important phases of the Canal's operations soon after the opening of the waterway in 1914. At that time, coal-burning ships were still predominant. The business declined rapidly after the close of World War II.

The contract for construction of the Goethals Memorial in Balboa was awarded in August 1952 to the Panama firm of Constructora Martinz, S. A., which made a low bid of \$78,533 on the project. The contract did not include the cost of the marble, which was to be obtained from the United States.

One Year Ago

NEW DIRECTORS for two bureaus of the Canal organization were named by former Governor Carter on August 21 last year as the result of a vacancy created by the retirement of Henry L. Donovan as Director of the Civil Affairs Bureau.

Bernhard I. Everson, former Director of Transportation and Terminals Bureau, was appointed Civil Affairs Director. Capt. Axton T. Jones, U.S.N., Ret., former Cristobal Port Captain, was appointed to succeed Mr. Everson as head of the Transportation and Terminals Bureau.

ANNIVERSARIES

(On the basis of total Federal Service)

ADMINISTRATIVE BRANCH

Rodway R. Phillips
Letterpress Pressman

MARINE BUREAU

Jose P. Brown
Helper Lock Operator

CIVIL AFFAIRS BUREAU

Leon V. Heim
Customs Inspector
Allan F. Woodruff
Laborer Cleaner

ENGINEERING AND CONSTRUCTION BUREAU

Douglas A. Harding
Maintenanceman
Carlos Herman
Helper Core Drill Operator

HEALTH BUREAU

Caroline Hunt
Nurse Supervisor, Operating
Room
Gladys Hunter
Nursing Assistant, Medicine
and Surgery
Fitz J. Taylor
File Clerk

MARINE BUREAU

Donald H. Spencer
Lead Foreman Painter
Vernandez O. Taylor
Painter
Kenneth L. Jamieson
Truck Driver

SUPPLY AND COMMUNITY SERVICE BUREAU

Vida L. Wareham
Sales Section Head

TRANSPORTATION AND TERMINALS BUREAU

Harold P. Byfield
Automotive Equipment
Serviceman
John R. Szima
Electrician
Theophilus Carter
Clerk Checker

CIVIL AFFAIRS BUREAU

William G. Dolan
Chief, Fire Division
Capt. Donald V. Howerth
Commander, Cristobal
District Police Station
Joseph F. Dolan
Customs Guard
R. B. McIlvaine, Jr.
Customs Guard
Melmoth L. Morris
Clerk
E. W. de Pringle
Senior High Teacher,
Latin American Schools
Jessie O. Lindsay
Procurement Clerk
George J. Roth
Police Sergeant
Joel L. Cook
Police Private
John F. McDowell
Police Private
Cyril D. DeLapp
Police Private

ENGINEERING AND CONSTRUCTION BUREAU

Herbert F. Taake
Electrician
Alfred Leacock
Helper Cable Splicer
Joseph Mathurin
Floating Plant Oiler
Juan Haynes
Carpenter

HEALTH BUREAU

Dr. Willard F. French
Chief, Dental Service,
Coco Solo Hospital
Lloyd E. Barnett
Clerk

MARINE BUREAU

William S. Acheson
Towboat or Ferry Master
John B. Spivey
General Foreman Docking
and Undocking

McNair C. Lane
Towing Locomotive Operator
Arthur L. Smith
Lock Operator Machinist
Michael J. Burza
Marine Machinist
Laureano Torres
Helper Lock Operator
Joseph Baker
Helper Lock Operator
George A. Jeffers
Helper Lock Operator
Julio Cedeño
Helper Lock Operator
Marcelino Iglesias
Maintenance Painter
Arnold F. Small
Maintenance Painter
Joseph E. Evans
Launch Seaman
Oswald Newball
Seaman
Felipe Robles
Deckhand

OFFICE OF THE COMPTROLLER

James D. Herblin
Accounting Assistant
Norma E. Lascelles
Card Punch Operator

PERSONAL BUREAU

Hilda G. Viglietti
Employment Suitability
Assistant

SUPPLY AND COMMUNITY SERVICE BUREAU

Fred N. Dahl
Employee Development
Officer
Gene E. Clinchard
General Grounds Foreman
Wilfred R. Waldrip
Commissary Store Manager
Joseph J. Pustis
Service Center Manager
Adica Moore
Sales Clerk

Irene Henry
Sales Clerk
Fidel Toribio
Grounds Maintenance
Equipment Operator
Percival Warburton
Baker
Nemesio Wood
Grocery Worker
James Melvin
Truck Driver
Luis Pleitez
Guard
Allan P. Noel
Paint and Varnish Maker
Roberto Martinez
Utility Worker
Tomás Molinar
Heavy Laborer
Domingo Torres
Painter
F. W. Griffiths
Sales Section Head
Jasper N. Williams
Leader Gardener
Levi King
Laborer
Juan Cabeza
Garbage Collector
Eugene I. Dudley
Clerk

TRANSPORTATION AND TERMINALS BUREAU

Horace J. Orgeron, Jr.
Chauffeur, Car of President
Edwin G. Roy
Maintenance Painter
Fermín L. Ibáñez
Timekeeper
Vernal A. Harper
Helper Electrician
St. Clair V. Gill
Stevedore
Raúl H. Pinedo
Heavy Truck Driver
Pedro Flores
Heavy Laborer
Norris Wheatley
Laborer Cleaner

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the number of transits of large, commercial vessels (300 net tons or over) segregated into eight main trade routes:

	Fourth Quarter, Fiscal Year 1962		
	1962	1961	Avg. No. Transits 1951-55
United States intercoastal	118	115	170
East coast of United States and South America	617	582	458
East coast of United States and Central America	104	118	123
East coast of United States and Far East	576	634	271
United States/Canada east coast and Australasia	75	63	52
Europe and west coast of United States/Canada	231	211	182
Europe and South America	299	287	124
Europe and Australasia	110	113	83
All other routes	760	730	372
Total traffic	2,890	2,853	1,835

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over

(Fiscal Years)

Month	Transits			Gross Tolls * (In thousands of dollars)		
	1962	1961	Avg. No. Transits 1951-55	1962	1961	Average Tolls 1951-55
July 1961	931	941	557	\$4,776	\$4,680	\$2,432
August	934	912	554	4,749	4,585	2,403
September	892	847	570	4,523	4,172	2,431
October	935	913	607	4,646	4,495	2,559
November	891	859	568	4,443	4,300	2,361
December	938	868	599	4,870	4,385	2,545
January 1962	917	893	580	4,736	4,449	2,444
February	841	843	559	4,388	4,113	2,349
March	980	937	632	5,098	4,725	2,657
April	942	904	608	4,961	4,523	2,588
May	984	1,002	629	5,122	4,960	2,672
June	964	947	599	4,978	4,741	2,528
Totals for fiscal year	11,149	10,866	7,062	\$57,290	\$54,128	\$29,969

* Before deduction of any operating expenses.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY

Nationality	Fourth Quarter, Fiscal Year 1962					
	1962		1961		1951-55	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Average number transits	Average tons of cargo
Belgian	12	36,289	13	40,137	2	13,223
British	344	2,384,222	320	1,874,163	299	1,812,242
Chilean	27	193,901	26	195,507	16	88,080
Chinese	23	157,444	15	110,780	9	72,660
Colombian	65	100,485	62	130,941	38	43,967
Danish	79	492,661	81	353,700	65	245,718
Ecuadoran	11	13,761	13	17,136	35	22,014
French	37	342,052	33	212,720	31	134,662
German	292	949,716	287	803,482	57	146,661
Greek	198	1,883,243	187	1,801,557	28	249,194
Honduran	15	27,805	17	42,839	114	130,927
Israeli	19	43,372	11	31,179		
Italian	45	283,730	53	335,361	36	197,097
Japanese	214	1,167,418	223	1,323,557	70	497,278
Liberian	213	1,922,555	294	2,658,383	51	333,268
Netherlands	163	719,084	133	653,345	31	160,545
Norwegian	381	3,079,083	367	2,501,456	206	916,735
Panamanian	104	435,904	108	502,106	108	596,566
Peruvian	31	103,399	29	142,264	5	10,626
Philippine	18	66,724	20	124,861	5	37,985
South Korean	10	37,761				
Swedish	85	527,505	90	459,414	50	196,815
United States	469	2,646,283	425	2,429,743	546	3,536,809
All others	35	229,010	46	251,376	33	97,772
Total	2,890	17,843,407	2,853	16,996,007	1,835	9,540,844

Refrigerated Cargo

ONE OF THE largest shipments of frozen and refrigerated cargoes ever loaded at New Zealand passed through the Canal in June aboard the Blue Star cargo ship *Tasmania Star*. The ship had 10,700 tons of New Zealand beef, lamb, and butter on board. She was transporting it to the United States and Canadian east coasts, and to England.

Recently, the Blue Star Line representatives in the United States announced plans to inaugurate in August a new trans-Pacific refrigerated cargo-liner service between Australia and the United States east coast. Although no word has been received by Payne & Wardlaw, local agents for Blue Star Line at the Canal, it is expected that the ships will make regular trips through the waterway with Australian and New Zealand frozen produce.

Liquid Ammonia Tanker

A TANKER to be named the *Esso Centro America*, soon will travel through the Canal carrying liquid ammonia fertilizer to Central American countries. Formerly the *Esso Venezuela*, the new type carrier is being converted in the United States by the addition of a 229-foot midsection. The midsection was built in Bremen, West Germany, and contains 4 steel tanks for transport of the liquid fertilizer at a temperature of 28° below zero, Fahrenheit.

According to an item appearing in the *New York Times*, the ship will emerge as a 382-foot tanker capable of transporting 4,000 tons of anhydrous ammonia. The midsection, the report said, is the first to be built by a West German shipyard and the *Esso Centro America* will be the first vessel of her type to be operated by Esso.

Local agents for Esso Standard Oil, S. A. say the ship should be converted by August of this year and probably will be put into service in September. She will pick up raw material for fertilizer in Aruba, and will transport it through the Canal to ports on the west coast of Central America, where processing plants are now being built.

Outsized Bulk Carrier

A NORTHBOUND transit of the Canal was made by one of the largest bulk carriers early in July and it returned later in the month with a record load of coal en route to Japan. The vessel was the *Nini*, a new type of bulk carrier built in Japan for C. M. Lemus & Co., which will use it mainly for the transportation of coal from Norfolk, Va., to Japan.

On her maiden voyage from Japan, the *Nini* picked up a cargo of 40,392 tons of iron ore in Chile and made her first transit July 7 en route to Norfolk. She then loaded 45,000 tons of coal and returned through the Canal en route to Japan.

The *Nini* is to be followed by 5 similar vessels carrying coal on this route. All of the vessels will make regular trips through the Panama Canal.

The *Nini* is 746.1 feet in length, 100.6 feet in beam, has a displacement of 62,551 tons and an estimated Panama Canal net tonnage of 21,800 tons. Despite her size, she has an operating speed of 16½ knots. Panama Agencies will represent the vessel and her five sister ships at the Canal.

New Cruise Ship

THE CANAL ZONE will be a port of call next year for the Home Line's ultra-modern passenger liner *Oceanic*, which is now under construction at Monfalcone, Italy. According to C. B. Fenton & Co., agents for the line, the vessel will visit the Isthmus at least once during the 1963 winter cruise season.

Called the "Ship of Tomorrow" by her builder, the *Oceanic* has been designed to meet all the needs of present-day transatlantic and cruise travel. The 27-knot, 33,000-gross-ton vessel will have 18 public rooms, 2 swimming pools, a Lido deck area, a 770-foot chapel, a 1,200-foot gymnasium, special areas for children and teenagers, and a 2-level theater with seating capacity for 450 persons.

Two P & O-Orient Liners

MORE THAN 3,000 passengers traveling aboard the two P & O-Orient liners *Himalaya* and *Oriana* visited the Isthmus briefly during the month of July.

The *Himalaya*, making her first transit of the Canal, arrived July 6 with 1,149 passengers. She docked in Balboa and Cristobal in order to give the visitors time to make a tour of all points of interest, then sailed from Cristobal for Southampton. The *Himalaya* is scheduled to return to Panama in September on her way to Australia.

The *Oriana*, one of the newest and largest ships of the P & O-Orient Line, arrived in Balboa at midnight, July 21, from U.S. west coast ports, with 2,184 passengers aboard. She transited July 22 and sailed the morning of July 23 for Southampton, via Jamaica, Bermuda, and Le Havre. This was the *Oriana*'s second visit to the Canal since she was put in service 2 years ago. Agent for both ships is Norton, Lilly & Co.

CANAL TRANSITS — COMMERCIAL AND U. S. GOVERNMENT

	Fourth Quarter, Fiscal Year				
	1962			1961	Avg. No Transits, 1951-55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going -----	1,470	1,420	2,890	2,853	1,835
Small * -----	71	52	123	120	381
Total commercial -----	1,541	1,472	3,013	2,973	2,216
U.S. Government vessels: **					
Ocean-going -----	28	20	48	40	166
Small * -----	18	25	43	59	75
Total commercial and U.S. Government -----	1,587	1,517	3,104	3,072	2,457

* Vessels under 300 net tons or 500 displacement tons.

** Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL Pacific to Atlantic

(All cargo figures in long tons)

Commodity	Fourth Quarter, Fiscal Year		
	1962	1961	Average 1951-55
Ores, various -----	2,071,950	1,993,955	999,938
Lumber -----	1,046,606	1,030,800	1,014,773
Petroleum and products (excludes asphalt) -----	264,900	266,026	229,177
Wheat -----	135,005	212,060	437,251
Sugar -----	762,842	540,647	351,696
Canned food products -----	214,940	219,143	269,073
Nitrate of soda -----	229,176	258,366	319,896
Barley -----	456,099	124,017	24,408
Bananas -----	279,096	261,020	200,684
Metals, various -----	297,408	299,555	191,913
Food products in refrigeration (except fresh fruit) -----	219,904	236,698	142,423
Fresh and dried fruits -----	110,622	98,380	95,284
Pulpwood -----	118,518	160,961	56,464
Iron and steel manufactures -----	152,857	98,862	59,091
Fertilizers, unclassified -----	249,496	122,120	3,577
All others -----	1,318,084	1,134,087	861,475
Total -----	7,927,503	7,056,697	5,257,123

Atlantic to Pacific

Commodity	Fourth Quarter, Fiscal Year		
	1962	1961	Average 1951-55
Petroleum and products (excludes asphalt) -----	3,288,465	2,381,080	1,075,363
Coal and coke -----	1,777,735	1,595,146	703,397
Iron and steel manufactures -----	456,841	429,649	461,804
Phosphates -----	499,977	441,260	180,384
Sugar -----	599,149	573,910	190,966
Soybeans -----	287,296	405,441	119,263
Metal, scrap -----	392,274	1,359,843	12,985
Sulphur -----	95,780	73,248	106,086
Ammonium compounds -----	162,063	59,163	35,655
Wheat -----	151,888	176,726	35,034
Corn -----	212,249	312,269	25,146
Machinery -----	120,728	95,370	66,780
Cotton, raw -----	93,890	159,082	54,293
Chemicals, unclassified -----	177,611	146,737	51,553
Bauxite -----	97,414	114,961	38,838
All others -----	1,542,544	1,615,415	1,238,094
Total -----	9,915,904	9,939,310	4,395,641

SHIPPING

Norway Second In Canal Transits

SHIPS FLYING the Norwegian flag took second place among the commercial ships using the Panama Canal during the fiscal year 1962. It was the second consecutive year that Norway outdistanced Germany and Great Britain.

With a total of 1,491 vessels transiting during the 12-month period, Norway was second only to the United States in the amount of commercial traffic using the waterway. British shipping took third place and German ships ranked fourth.

Norway first took second place during fiscal year 1961 and continued to maintain this position during the past fiscal year, with an average of almost 373 vessels each month.

A total of 1,783 commercial ships flying the U.S. flag made the transit during fiscal year 1962. British flag ships numbered 1,276, while German vessels made 1,094 transits.

Other nations ranking as the Canal's best customers during the past fiscal year, according to official figures, were Japan in fifth place, with 844 ships; Greece, sixth, with 771; Liberia, seventh, with 648; the Netherlands, eighth, with 558; and Panama, ninth, with 393.

During the fiscal year, U.S.-flag traffic remained almost at a par with that of fiscal year 1961; Norwegian ships increased slightly, the Germans dropped back slightly, the Japanese decreased about 40 vessels, the Greeks added about 100 transits, and Panama remained stable. Liberia, which had 1,044 vessels transiting the Canal during fiscal year 1961, dropped to 648 ships in 1962.

Many new supercarriers were added to the list of vessels passing through the Canal. A number of them were of British and United States registry, many of them built in Japan and equipped to carry both oil and bulk cargo.

In addition, the Canal witnessed maiden arrivals of a number of large passenger ships such as the *Canberra* and *Oriana*, which have been built by

TRANSITS BY OCEAN-GOING VESSELS IN JUNE

	1961	1962
Commercial.....	947	964
U.S. Government.....	10	13
Free.....	10	7
Total.....	967	984

TOLLS*

Commercial . . .	\$4,740,748	\$4,978,326
U.S. Government.	49,898	97,739
Total . . .	\$4,790,646	\$5,076,065

CARGO**

Commercial . . .	5,757,868	5,684,416
U.S. Government.	47,071	110,938
Total . . .	5,804,939	5,795,354

*Includes tolls on all vessels, ocean-going and small.

**Cargo figures are in long tons.

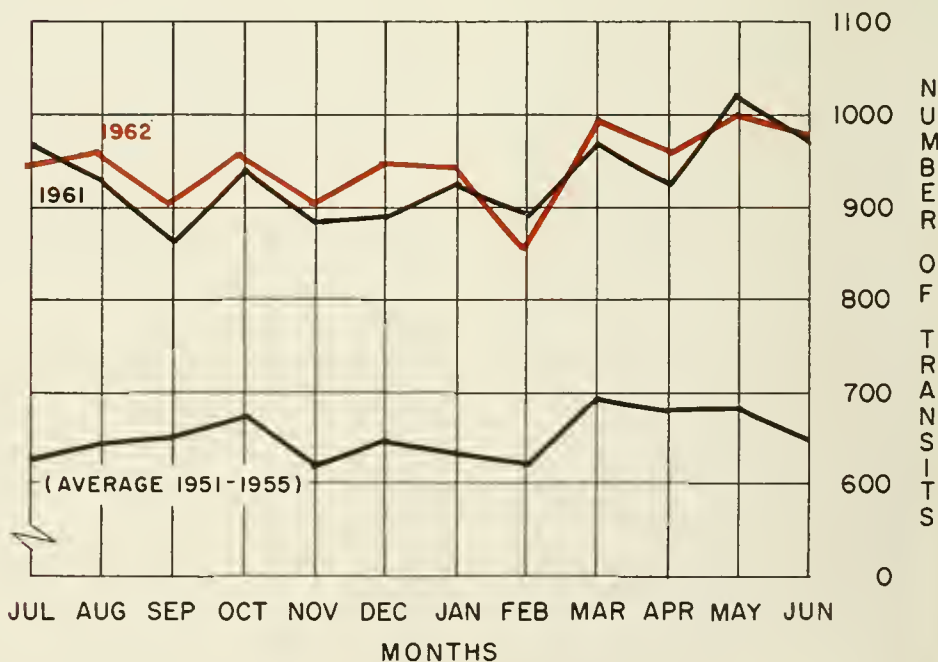
the British for round-the-world and cruise travel. The *Canberra* paid the Panama Canal \$26,226 in tolls, the

largest amount ever paid by a passenger ship.

Commodities moving through the Canal during the year included the usual large shipments of petroleum and petroleum products moving from the Atlantic to the Pacific and the shipments of ore going through the Canal from South America to the United States and Europe.

Scrap iron reached a record level in the third quarter of the fiscal year but dropped sharply during the final 3 months, largely because of Japanese exchange controls imposed several months ago. Up to that time, scrap iron to Japan was one of the major cargoes moving southbound through the Canal.

During the last part of the fiscal year, shipments of bauxite took a more prominent position in the Atlantic to Pacific movement of commodities. Much of this aluminum ore is being produced in Jamaica and is being carried to the U.S. west coast and the Far East.



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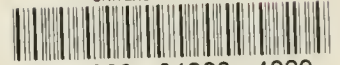
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